REMARKS

The present amendment is submitted prior to the issuance of a first Office Acton and simultaneously with the filing of the present application.

With this amendment applicants have amended the specification, cancelled claims 1 to 13 and added new claims 14 to 25, all in an effort to place the application in better condition for examination.

Favorable action on the present application is respectfully requested.

Any additional fees or charges required at this time in connection with the application may be charged to our Patent and Trademark Office Deposit Account No. 03-2412.

Respectfully submitted,

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By ______________________

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March 21, 2002

IN THE SPECIFICATION:

Page 1, starting at line 3:

The invention relates to an installation arrangement for a drive unit which is intended for a vehicle and has an internal combustion engine and a transmission[, as claimed in the precharacterizing clause of patent claim 1].

starting at line 38:

In order to reduce the installed height of this [00] drive system, the cylinder row is fitted so that it is inclined to the right when seen in the direction of travel, so that the differential, when seen from above, is arranged lying underneath the cylinder row.

Page 3, the paragraph starting at line 18:

In the figures:

Figure 1: shows a schematic side view of an installation arrangement[,];

Figure 2: shows a plan view thereof[,];

Figure 3: shows a schematic view from the front[,];

Figure 4: shows a view from the rear[,] of the internal combustion engine only[,];

Figure 5: shows a view from the right with respect to Figure 4[,];

Figure 6: shows a view from the front of the internal combustion engine only[,]; and

Figure 7: shows a view from the right with respect to Figure 6.

Page 4, the paragraph starting at line 20:

The auxiliary shaft 22 runs in [an] the auxiliary shaft plane NE which is arranged parallel to and at a distance A from the crankshaft plane KE and is identical to a vehicle longitudinal center plane.

Page 5, starting at line 46:

The relationships are particularly space-saving and advantageous for installation if the angle W13 between the first cylinder center plane ZME1 and the third cylinder center plane ZME3 [W13] is 120 degrees, as a consequence of which the cylinder center plane ZME2 [2], which is arranged on the angle bisector, respectively forms an angle W12 or W23 of 60 degrees to the adjacent cylinder center planes ZME1 and ZME3. Values of between 25 degrees and 35 degrees are advantageous in terms of installation space for the angle W, preferably between 30 and 35 degrees, and in particular 33 degrees.